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Acts, the chartering of the Hudson's Bay and Royal African companies, would gain rather than lose in interest if brought into relation, not only with each other, but with the whole story of expanding British enterprise which reached out toward the ancient East as well as toward the new West. Much the same thing might be said of colonial commerce, with its wealth of "human", not to say romantic interest.

EVARTS B. GREENE.

Trade and Navigation between Spain and the Indies in the Time of the Hapsburgs. By CLARENCE HENRY HARING, Ph.D., Assistant Professor of History in Yale University. [Harvard Economic Studies, vol. XIX.] (Cambridge: Harvard University Press; London: Humphrey Milford. 1918. Pp. xxviii, 371. \$2.25.)

THE first seven chapters of this book attempt a study of the administration of the trade. The last four present a general account of shipping conditions. An ample bibliographical treatise precedes the study itself. Of especial interest to students of Latin-American institutions is the author's estimate of the value of the *Recopilación de Leyes de los Reynos de Indias* as material for a study of this early period.

The first section of the book deals with the origin and early development of the Seville monopoly and describes its administration. One of the important topics treated is the opposition of the Cadiz merchants to the location of the Casa de Contratación in Seville. The part that the Canaries play in this trade is set forth as well. The second chapter traces the development of the Casa as an organization for the administration of this trade. There follows a comparison of the Spanish and Portuguese systems with contrasts as to origins and surrounding circumstances. The functions of the Casa as a commercial and nautical bureau as well as a court of law are noted. The duties of the various officials of the Casa are described in the next chapter which is entitled *Organization vs. Efficiency*. With exception of a reference to the practice of selling offices, there is nothing in this section to justify the implication of inefficiency.

An account of the registry system follows. Its original design was "to make smuggling more difficult and dangerous". It also facilitated the collection of royal imposts, of which the most important were the *avería* and *almojarifazgo*. The nature of these taxes and the method of their collection are explained, and an account of the illicit activities of the foreign interloper follows. Spain's emigration policy is seen to have varied according to the ruler. While no foreigners were allowed in America by Isabella, who restricted emigration to her Castilian and Leonese subjects, Ferdinand allowed all classes of Spaniards to migrate to the colonies, while Charles V. opened the doors of the Americas to non-Spanish subjects. The policy of restriction was restored by Philip, though his will and that of his successors were thwarted often by the

laxity and dishonesty of colonial and customs officials. After 1625, the proximity of other European colonies in the West Indies and in North America made the policy of exclusion more difficult to enforce.

Spain's paternalistic protection afforded to agriculture and industry is discussed under Spanish Monopoly. The American trade-routes are described, and especially those of Buenos Aires, the Philippines, and the Acapulco-Peruvian service. The following just characterization of Spain's colonial system here occurs (p. 153):

Spain did not invent the colonial system. . . . It was imitated later by the Dutch, English, and French. It was the policy then current, and believed to be best for the welfare and independence of the state. Nor did Spain's exclusivism greatly exceed that maintained by the other colonial powers. Her distinction rests upon the fact that she had the opportunity to employ it in a vaster theater than was given to any other nation before the nineteenth century.

The question of the crown's policy towards mining and the output of the mines is only distantly connected with the original subject as suggested by the title of the book. However interesting and useful this information may be, a discussion of the sources of Spain's quicksilver supply is not integrally a part of this thesis (see pp. 158-162), nor is minting (pp. 174-177). The embargo by the crown of large shipments of precious metals, and the ruin resulting to merchants are more pertinent. The Isthmus of Panama as a trade-route to Peru commands attention in the following chapter, together with some description of harbor and shipping facilities at Panama and the fair at Porto Bello. A brief history of the early development of the canal idea is given.

Chapter IX., on galleons and flotas and their routes, elaborates the briefer description of the shipping system essayed in preceding chapters, and adds some informative illustrations of the operations of French, English, and Dutch freebooters from 1537 onward. The work is concluded by an interesting array of data on ships and navigators, estimates of sizes of vessels at different epochs and of provisions and munitions necessary for armadas and ships at different periods. There is also an enlightening discussion of licenses, freight rates, insurance inspections, losses due to over-loading, unseaworthy ships, and poor seamanship.

The book embodies ten interesting appendixes, with statistical tables taken for the most part from the Archive of the Indies. The most valuable of all, appendix X., reproduces the ordinances of the Consulado of Seville on the subject of marine insurance, but there is no indication as to where these regulations may be found.

The method of citation of documents from the Archive of the Indies is faulty, because, in most cases, the date of the document referred to is not given, and frequently only the general archive place-number is given. Verification, under these circumstances, would be very difficult. Indeed, the introductory paragraph on page xv would mislead one to expect a

book written largely on the basis of documents from the above-mentioned archive. There is a striking absence of any attempt to test generalizations by the multiplication of numerous or detailed examples of actual occurrences pertinent to the subject, taken from the abundant material which exists in Spain. Extensive reliance is placed on Veitia Linaje and Antuñez y Acevedo, whose sequence of events and illustrations are followed quite faithfully in places. Fernández Duro is also used.

There is a tendency, perhaps unavoidable, on the part of the author, to return frequently to topics already referred to quite fully in earlier chapters, for fuller discussion, or treatment from a slightly different aspect. Digressions are frequent, material is contained in the body of the book which should be in foot-notes, and transitions are frequently so abrupt that unity is sacrificed; but a coherent and well-balanced treatment of an institutional subject, based on original sources, is difficult to write. Some confusion is certain to arise as a result of the use of the two terms, frequently in the same paragraph, "Casa de Contratación" and "India House", referring to the same institution.

This study is of value because it renders into English, with the author's comments, some portions of the treatises mentioned above. A service has been rendered in the reproduction and use of pertinent parts of the *Documentos Inéditos*. However, the subject of trade and navigation under the Hapsburgs is by no means exhausted for the scholar who would utilize the unpublished and hitherto unused documents which exist abundantly in Spain.

CHAS. H. CUNNINGHAM.

The North West Company. By GORDON CHARLES DAVIDSON, Ph.D.
[University of California Publications in History, vol. VII.]
(Berkeley: University of California Press. 1918. Pp. xi, 349.
\$3.00.)

THE author of this book was graduated at the University of California about the year 1912; afterward as travelling fellow spent more than a year (during which the Great War broke out) in research work in England and Canada; then returned to the University and received the degree of Ph.D. and prepared for publication by the University the thesis upon which this degree was based; and then immediately entered into active and distinguished service with the Canadian forces in France. Errors and ambiguities and hasty deductions in the text may therefore be readily understood and excused.

This is a book for the use of the scholar and is not of large human interest to the general reader. It contains many data of value to students of the fur-trade periods in Canadian and American history, and as the first publication in the United States under this title its appearance is welcomed. But it cannot be said to present a continuous and connected narrative of the romantic career of the North West Company, which